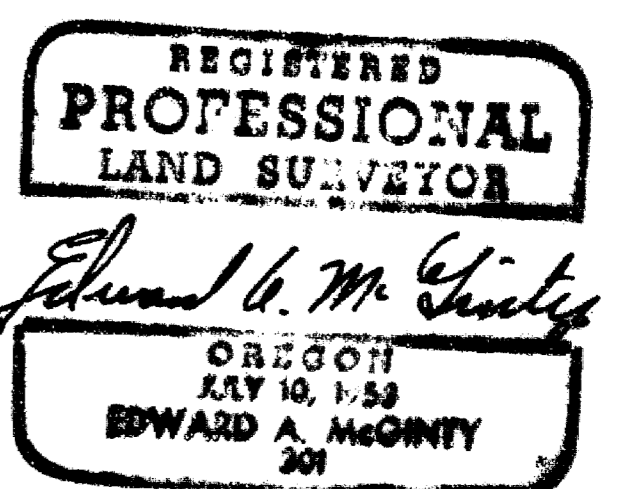


**SURVEY SECTION LINE 15 & 16, T.36S, R.4 W.**  
**PINE ST., CITY OF ROGUE RIVER**

FOR: OSH.D. and JACKSON CO.  
87-51

BY: EDWARD A. MC GINTY  
JACKSON CO. SURVEYOR  
COUNTY COURT HOUSE  
MEDFORD, OREGON  
MAY 8, 1987

SCALE 1" = 100'  
FD = FOUND MONUMENT  
(NO) SEE NARRATIVE



**\*\* RECEIVED \*\***  
Date 5/19/87 By SK  
This survey consists of:  
1 sheet(s) Map  
2 page(s) Narrative  
JACKSON COUNTY  
SURVEYOR

## SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 209.250

## OREGON REVISED STATUTES

SURVEY FOR: Oregon State Highway Department and Jackson County

SURVEY BY: Edward A. McGinty  
Jackson County Surveyor  
County Courthouse Rm 306  
Medford, Oregon 97501

LOCATION: Section 15 and 16, Township 36 South, Range 4 West of  
the Willamette Meridian, in the City of Rogue River,  
Jackson County, Oregon. 87-51

DATE: May 8, 1987

BASIS OF BEARING:  
Pine Street as shown on Survey No. 7506

## PRECEDENCE OF SURVEY:

The purpose of the survey was to replace some of the monuments which were destroyed during the Oregon State Highway Department's reconstruction of Pine Street in the City of Rogue River. The intention of this survey was to relocate and set monuments at or to the nearest possible original position. This is not an endorsement of the previous surveys or their procedures as to how they determined the location. Most of these monuments are shown on Survey numbers 6746, 6747 and 6787.

In September 1977, Jackson County Public Works made a survey of Pine Street (see field book - East Evans Creek Rd. - Pine Street) locating the monuments beginning at Station 89+19.55 (Sec. Cor. 15, 16, 21&22) running northerly through quarter corner to PC 120+67.86 and stationing existing monuments by chaining. They also took a number of reference points near or along the centerline monuments. This county stationing was not consistent with record or subsequent surveys.

In December 1977, on private Survey No. 7506, with EDM equipment, I personally made a survey along the same line tying in some of the identical monuments and found most of the monuments east of presently indicated survey, indicating monuments may have been set in unstable pavement with the traffic of heavy log trucks gradually forcing monuments easterly or the monuments were not set properly at the time of survey.

During this survey, I found that only one intersection had two reference points by the county (except for the quarter corner). Most references were destroyed by the adjoiners or O.S.H.D. reconstruction. The center station by Jackson Co. Road Dept. is shown in brackets, beginning at section corner and then actual remeasurement is shown alongside.

## MONUMENTS:

- 1) Fd. brass cap in concrete monument. See County Survey re-establishment.
- 2) Intersection of E. Main and Pine. Fd. original monument shown on survey No. 3678 being brass cap 10 ins. deep in concrete and inside of mon. case. This monument was raised with brass cap set flush with the pavement.
- 3) Fd. 5/8 ins. iron pin with yellow plastic cap, approx. 1 ins. deep as shown on Survey No. 6747.
- 4) At the quarter corner fd. county road reference points and one CS reference point (see re-establishment). The distance to section corner in agreement with previous Survey 7506, set brass cap in concrete flush with pavement.
- 5) CS North 1/16 corner between Sections 15 and 16, fd. undisturbed 3/4 ins. pipe approx. 6 ins. deep.
- 6) Fd. a punched 1/2 ins. (spike?) set by County Rd. Dept. flush, (county survey in 1977 at beginning of curve station 120+67.86).
- 7) Fd. 5/8 ins. iron pin 2 ins. deep with a plastic cap set on Survey No. 6747.
- 8) Fd. 1 1/2 ins. iron pipe, 12 ins. deep, a recognized monument on the north line of Berglunds Addition and shown on some of surveys of record.
- 9) Fd. brass cap in concrete in mon. case approx. 6 ins. deep, origin being Survey No. 3678. This intersection conflicts with subsequent intersection on Survey No. 6746.

- 10) Fd. 5/8 iron pin with battered yellow plastic cap, approx. 1 ins. deep. See Survey No. 6746 and comments on No. 9.
- 11) Set a 5/8x6 ins. iron pin flush with yellow plastic cap, mkd. Jackson C.S. This is at or near monument shown on Survey No. 6746 and near mean distance.
- 12) Set a 5/8x6 ins. iron pin on computed bearing (90°00') from Berglund's east line which computes N0°23'17"W.
- 13) This monument was set 0.06 feet west of taped intersection from county road dept. reference points. This location is almost identical with previous private records. This monument is brass cap, 2 ins. diam., set flush in pavement.
- 14) Set a 5/8x6 ins. iron pin with yellow plastic cap mkd. Jackson C.S. approx. flush with pavement. This location is approx. .05 ft. west of one taped county reference point and in agreement with private records at distance previous southerly from Carner-Sabin Second Add. and at distance northerly from the section corner.
- 15) Set a 5/8x6 ins. iron pin a distance south of quarter corner of Sections 15 and 16 and north of section corner. This would be on the South line of Carner and Sabins Second Addition. Monuments shown near the East line of Pine Street per survey No. 7506 both were disturbed by lots of paving and grading.

**COMMENTS:**

The quarter corner to Sections 15 and 16 origin was set and shown on Survey No. 915 and appears to follow procedure of a straight line proportion distance where as; considerable evidence indicate on the the Berglund Addition and Carner and Sabin's Second Addition, would place the quarter corner 2 to 3.00 ft. easterly of it's present porportional position.

On Berglunds Addition, it shows a definite distance measured westerly along the north line of Addition to center of Berglund Street, this distance was from Berglunds easterly line and not what is known or used today as the section line. It is also noted according to the official plat, that angle from Berglunds east line is 90°00 and is not the same as 90°00 from section line.

Survey monuments shown on Surveys 6746, 6747 and Survey 6787 set by Wiegand, acting as a city engineer and subsequent use of said monument, has some degree of official status and should not be completely ignored, but a factor to consider before acceptance or rejection.

It is also further recommended that in order to protect the intent of special easements, which are acquired by the State of Oregon, the O.S.H.D. should file a right of way map of where said easement begins and ends and co-ordinates of other monuments found.

